

CSA Rules 2010

The rules or mandates set forth herein are designed to provide for the orderly conduct of CSA sanctioned racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all CSA sanctioned events, and by participating in these events all participants are deemed responsible to comply with these rules. No expressed or implied warranty of safety shall result from publication of or compliance with CSA rules, regulations, or mandates. The items within this rule book are intended as a guide for the conduct of CSA sanctioned sprint car racing and are in no way a guarantee against injury or death to a participant, spectator, or official.

SPORTSMANSHIP – Sprint car racing is a very emotional sport. As such, good sportsmanship is the key element of any competitive racing program. This must include respect for all participants – drivers, owners, pit crews, and officials. For our part we will make every effort to be consistent with our rules regardless of whom or what is involved. We will treat all participants with respect and expect similar treatment in return. A racer's pit area is his castle – therefore please stay out of other racer's pit areas, especially after an incident where you have been involved with that racer. Drivers – remember that you are responsible for the actions of your crews. Any offending parties will be fined appropriately and disciplinary actions will be initiated as deemed necessary.

1. This booklet contains the official rules and car specifications for all sanctioned events of the Cajun Sprinters Association. Any point not covered herein shall be resolved by the CSA or their appointed representative.
2. All cars MUST display the official decals of major CSA sponsors or any other designated sponsors to be eligible for contingency and point fund. Drivers must have competed in 50% or more CSA events to propose and vote on any rule changes. Drivers must be a CSA member competing in at least 75% of CSA events in good standing of CSA in order to qualify for point fund money. Decals shall be provided free of charge by CSA.
3. All drivers participating in a CSA sanctioned event must purchase a license from CSA at a cost of \$150 per year. All cars entering will pay an entry fee of \$10 per show payable at draw.
4. There may be special event shows during the year that do not follow these formats. You will be informed of specific procedures. All racing programs are subject to change. Any such changes will be covered at the drivers meeting.
5. All drivers must have a legal driver's license. All first time drivers with CSA events shall start in the rear of the first three events in which they qualify.
6. CSA points shall be awarded to drivers in accordance with the following schedule:

A FEATURE POINTS		
1. 150	9. 132	17. 116
2. 146	10. 130	18. 114
3. 144	11. 128	19. 112
4. 142	12. 126	20. 110
5. 140	13. 124	
6. 138	14. 122	
7. 136	15. 120	
8. 134	16. 118	

- 75 points will be awarded to all drivers that take a competitive green flag but fail to qualify for "A" feature.
- 60 points will be awarded to all drivers that make an effort to compete but fail to take a competitive green flag in Heat or Feature action.

All races will run as CSA officials feel is to the best interest of the race program.

Qualifying

1. Qualifying heat races will be held at all events.
2. The car count at the close of the drawing for qualifying heats will determine the number of heats to be run. As each number is drawn for a car, that number will be posted and this procedure will be repeated until a number has been drawn for each car that wishes to compete. The lowest number goes to the pole of the first heat race, the next lowest drawn number goes to the pole of the second heat, etc. Once pole position in each heat is filled, the next lowest number goes to the outside front row of the first heat, etc. If there are an uneven number of cars to equally distribute between heats, the last cars will be placed at the back of the lowest numbered heats. The Draw will take place at 6:30pm. Any cars not represented at the drawing shall be placed at the rear of a heat race. Any driver failing to draw for heat races or pack racing surface (when requested) will start last in the heat race and will not receive passing points, but only points accumulated through his finishing position in his heat race. Heat races will determine the starting position for the balance of races scheduled.

		Start											
		1	2	3	4	5	6	7	8	9	10	11	12
Finish	1	100.0	105.0	110.0	115.0	120.0	125.0	130.0	135.0	140.0	145.0	150.0	155.0
	2	91.5	93.0	98.0	103.0	108.0	113.0	118.0	123.0	128.0	133.0	138.0	143.0
	3	83.0	84.5	86.0	91.0	96.0	101.0	106.0	111.0	116.0	121.0	126.0	131.0
	4	74.5	76.0	77.5	79.0	84.0	89.0	94.0	99.0	104.0	109.0	114.0	119.0
	5	66.0	67.5	69.0	70.5	72.0	77.0	82.0	87.0	92.0	97.0	102.0	107.0
	6	57.5	59.0	60.5	62.0	63.5	65.0	70.0	75.0	80.0	85.0	90.0	95.0
	7	49.0	50.5	52.0	53.5	55.0	56.5	58.0	63.0	68.0	73.0	78.0	83.0
	8	40.5	42.0	43.5	45.0	46.5	48.0	49.5	51.0	56.0	61.0	66.0	71.0
	9	32.0	33.5	35.0	36.5	38.0	39.5	41.0	42.5	44.0	49.0	54.0	59.0
	10	23.5	25.0	26.5	28.0	29.5	31.0	32.5	34.0	35.5	37.0	42.0	47.0
	11	15.0	16.5	18.0	19.5	21.0	22.5	24.0	25.5	27.0	28.5	30.0	35.0
	12	6.5	8.0	9.5	11.0	12.5	14.0	15.5	17.0	18.5	20.0	21.5	23.0

3. The passing point system will be used to determine starting positions in feature events. The driver will receive points for passing as well as finishing position, with the eight drivers accumulating the most points from heat races redrawing for feature starting position (top point earner drawing first, second highest draws next, etc.) and the balance of the "A" Feature and "B" Feature(s) lined straight-up according to passing point totals. . In the event of a tie in passing points, the driver who first earned the points shall be aligned in front of any subsequent driver earning the same number of points. Passing points will be figured on the actual starting position on the final parade lap.

5. A car and driver qualify as a team. Each driver can qualify only one car. No driver will be permitted to change cars after taking any green flag including Hot Laps. An exception to this rule will be in a two day

race.

6. *CSA* or their representative will advise drivers of the make-up of the number of heat races, main events, field maximum size and other pertinent information at the drivers meeting.
7. The lineup posted on the pit bulletin board when cars enter the racing surface for any race shall be the final line-up. In the event a car drops out of the line-up for mechanical reasons, the balance of the field shall move straight forward. The exception being if 2 cars drop out from same row, **prior** to green flag.
8. The start will be official only upon the starter signaling with the green flag. In the event a pace car is used, all cars shall take their proper position behind it. In the event a pace car is not used, the pole car will set the pace which shall be consistent with track conditions and as required to keep the field in formation. *CSA* shall be empowered to disqualify or penalize any driver violating this rule.
9. A white line or Cone will be placed on the **turn 4** area for all double file starts. All cars must remain in proper order until the lead car or cars reach this point. Flag man will be instructed not to throw the green flag until then. If in officials judgment the front row car or cars are out of position a yellow will be displayed, after the green and a warning given to offender. Any further violation will result in the offender being placed a row back with car behind offender being brought to front row.
10. Any car requiring a second push on start or restart of race will be placed at rear.
11. On all single file starts after one lap the restarts will start at a Cone to be placed on the **front straight-away**. The leader must start race at or near the cone and all cars must go outside of cone in the proper aligned order. Leader must set a consistent pace. Any car going inside of cone, hitting cone or passing a car prior to going outside of cone will cause yellow and be placed on rear. If no yellow appears you will be penalized two (2) spots for each position passed at the finish.
12. Any car on or near the racing surface that delays the start or restart of any race shall be penalized one lap by Officials. A work area will be designated at drivers meeting.
13. Alternates will not be taken to fill any vacancies that occur.
14. Any car not running at a reasonable racing speed may be subject to disqualification for safety reasons.

Flag Procedures

Yellow Flag:

All cars stopping on a yellow will be placed on the rear of Restarting line-up. An area will be designated (usually the pit area) for any work to be done during a yellow flag. Cars remaining on racing surface that are able to restart without service will be placed on the rear, in the order they were running prior to yellow flag. *Any car that goes one or more laps down while in the work area or pit area will be out for that event.* Any driver who works on his car or permits any other person (other than a track official) to work on his car on the racing surface, during a yellow flag, shall be penalized one lap.

If a car needs a second push off, after any cars have started, he will start at the rear of that race.

Any car that is involved in two unassisted yellow flags will be disqualified for that event.

There will be one attempt at a green-white-checked flag, if another yellow flag appears then the race will be restarted with the green and white flags displayed at the same time.

Red Flag:

All cars must immediately stop when the Red flag is displayed. Cars that the red flag was thrown for will be

placed at the rear of restarting line-up. "All others will get the position they were running on the last scored lap prior to the Red flag. Cars that go to the work area under red will start at the rear, ahead of the cars that were involved in the Red Flag.

It shall be the decision of the flag man and CSA officials as to what cars flags were displayed for, and their decision is final.

All Restarting line-ups will be single file after one lap with any lapped cars being placed in line-up. A race is not considered complete until the checkered flag appears. If a yellow or red flag must be thrown after the checkered flag appears, the race is officially over and the payoff will be done in the same manner as a yellow or red flag realignment.

Engine Rules

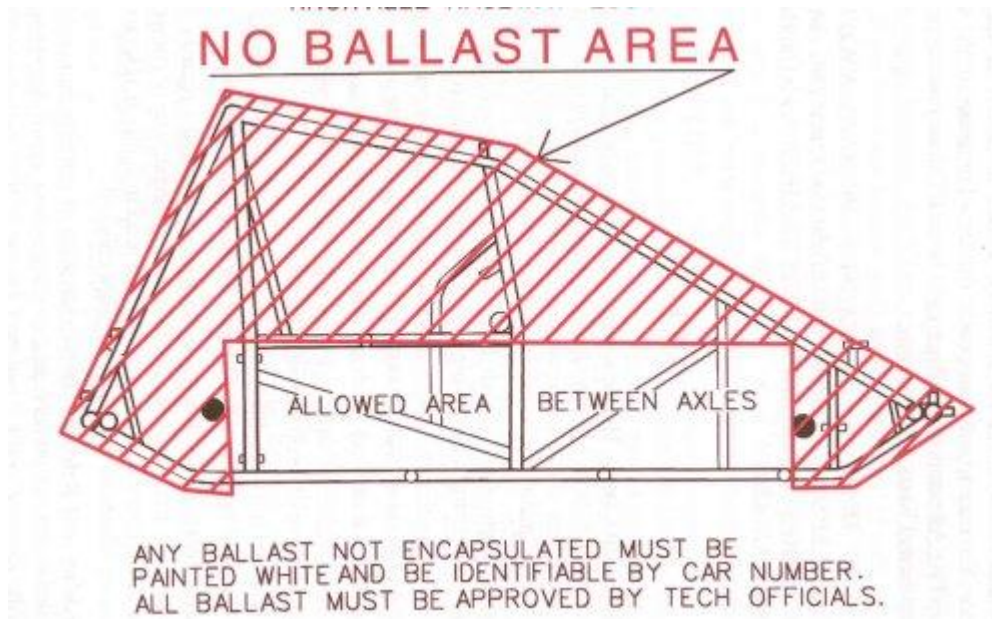
1. 360 Cubic Inches: plus 1% maximum displacement (360 plus 1% = 363.6).
 2. No aluminum blocks. No Titanium in engines, excluding valve retainers.
 3. **Cylinder Heads: Spec Heads:** Brodix heads part # 27-211, #27223, and #27-222 with ASCS or SUPR stamp may not have any performance-enhancing alterations in any way. Intake opening no larger than original opening, the only exception being, inlet opening may be ground or polished 3/4 inches or no further into port than the closest edge of the closest letter of the *ASCS/SUPR* logo. During this polishing the left side of the letter "A" is sometimes inadvertently brushed with polish wheel. This is permissible as long as letter is still intact. During polishing of inlet port sometimes polish marks may go slightly further than the 3/4 inch. Intake port at no time may exceed 215 cubic centimeters.
Intake port polishing will be allowed no more than 1 1/2 inches below the bottom of the original seat ring on the back side of the bowl area and no more than 1 inch on the short side. Polishing will be allowed in the combustion chamber area to avoid hot spot chaffing. Polishing will be allowed in exhaust ports as long as the original "*ASCS/SUPR*" logo is not affected or port shape is not altered substantially. Absolutely no intake or exhaust port relocation, raising, enlargement or reshaping of any type. Valve angle and placement may not be altered in any way on the spec head or on any other head. *CSA* checking fixtures to check the above specifications and dimensions will be used.
Any internally repaired CSA spec head must be re-certified by Brodix.

Steel Heads. A. Heads will be cast iron with stock configuration. Stock configuration shall mean a head with valve stem measurements of no less than 1.875 inches to a maximum of 1.890 inches. For GM products measurement is from center to center of the valve stems. Ford and Mopar heads must follow stock valve spacing. No canted valve heads allowed. Any heads other than the steel Bowtie, Eagle, Dart or Pro-heads must be approved by CSA.
 4. Any 4 BBL vacuum aspirated conventional carburetor not to exceed 1 3/8" + 0.020" venturis is allowed. Manifolds must be cast iron or aluminum for a single 4BBL
 5. **ALL** heads must remain within 1 degree of the original manufacturing.
 6. Penalty for altered spec head will be subject to suspension, for one calendar year. Forfeit all points and moneys won, during the race which the infraction was found, and subject to a \$500 fine that must be paid to *CSA* before reinstatement. Intake port at no time may exceed 215 cubic centimeters.
 7. All oil pans should have inspection plug, pans without plug will be subject to pan removal at anytime.
 8. No Turban driven, Turbo or blower will be allowed.
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9. Only two valves and one spark plug per cylinder allowed. No big blocks.
10. No computer operated or controlled parts, such as fuel systems, chassis adjusting systems, etc.
11. No offset motors will be allowed, engine must be directly in front of driver. Driver must straddle drive-line.
12. No roadster type chassis allowed, only sprint appearing type bodies, tails and hood will be allowed.

Chassis Specs

1. **Weight Rule:** Weight rule is 1600 lbs., including the driver, at the conclusion of the race. Any bolt-on weight must be painted white and the car number must be on the weight. Loss of any bolt-on weight during competition will disqualify the individual from that event. Bolt-on weight can only be added in the areas designated in the accompanying diagram. The weight must be securely attached and must remain in place during a race. It must not be moved or removed during a red flag situation. We reserve the right to disqualify any individual whose weight mounting procedure does not meet our specifications. (see illustration)



2. **Wings:** Center Foil shall be fully sheathed in aluminum. No vent holes allowed. Center Foil top surface from side to side must remain flat. Center Foil must be one piece. No split or bi-wings will be allowed. Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings.

Top Wing:

- a) Center Foil maximum size of 25 square feet with a maximum width of 60 inches with a one degree plus or minus tolerance.
- b) Other than the slider mechanism, no moving parts allowed on or in foil structure.
- c) Top wing must not extend beyond outside of rear tires.
- d) Two stationary foils or rudders will be allowed to run the entire length of the underneath portion of the top wing. Maximum height proportions are 1 inch at the front and 3 inches at the rear. Nowhere shall the foil exceed 3 inches in height. The top wing can be cockpit/driver adjustable
- e) A car may race without a top wing if the wing is damaged after the car arrives at the track. Any car starting the race without a top wing must start in the rear

Front Wing:

- a) Center Foil maximum size of 6 square feet with a maximum width of 36 inches with a one degree plus or minus tolerance.
- b) No wicker bills or Gurney lips permitted on Center Foil. No rudders or fins on Front Wings. The Front Wing must not extend beyond outside of front tires. The Front Wing may not be cockpit or driver adjustable while the car is stationary or in motion. No moving parts allowed on or in foil structure.

Side Board Panels

b) Side panels may not be supported by braces whose section is not horizontal. All braces or supports shall be oriented thin edge to face the air stream. Only rectangular, round or oval metal braces not exceeding 1 inch in width may be used.

c) No aero section side panel brace material allowed. No brace or support shall resemble a wicker bill or a split wing.

Top Wing sideboards maximum size, 72 inches long and 30 inches tall. Panels must be of one-piece construction. Panels must be fabricated flat so as to have no turnouts or flaps made of more than 2 inches of material on the front or rear of panel and no more than 1 1/4 inches on the top or bottom.

Front Wing side boards maximum size, 12 inches tall and 26 inches long with no more than one inch overhang from the center foil front edge to the side board front edge. Sideboards may have front, back, top and bottom turnouts of no more than 1/2 inch.

3. Any sprint chassis is allowed, but it must pass any test prescribed by the safety inspectors. The roll cage must be of a four-post design. No dirt champ cars. No elliptical (oval shaped) tubing used on or as part of the main frame structure. Minimum wheel-base of 83 inches, maximum wheel-base of 90 inches.
 4. Fuel cell securely mounted with bladder mandatory. Tank used for qualifying heats must remain for all events. All cars must have a shut off valve (lever type) located at the right rear of the car, behind the wheel, to be accessible from the outside of the car.
 5. No flammable liquids allowed in cooling systems.
 6. Bumpers and nerf bars are mandatory and must be securely mounted. No aluminum frames, rear bumpers or nerf bars. Aluminum front bumpers are allowed. Nerf bars must not be outside of tires.
 7. All drive lines must be broken in the coupler or rear slider, fully enclosed and contain no more than one U-joint or C-V joint. No torque arm drive lines allowed. **A Safety Strap or Hoop is required.**
 8. Mufflers: Mandatory, Schoenfeld part #112535. No Pop Rivets, Must be welded with p/n showing. Loss of muffler will result in disqualification
 10. Steel, aluminum or titanium brake rotors only.
 11. Raceceiver Radios are mandatory; we reserve the right to penalize drivers that don't run a Raceceiver. No two way radios will be allowed.
 13. Only factory tubular bolts allowed. No drilled out bolts allowed. This rule is subject to change for safety reason.
 14. If a car has a battery it must be of a sealed variety and securely mounted to the frame.
 15. No electronically controlled, computer controlled, driver adjustable mechanically controlled or hydraulically controlled traction or weight adjusting devices allowed! No shock adjusters from inside the driver's compartment allowed! No on board computers or telemetry sending devices allowed.
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Tires and Wheels

The right rear tire will be stamped "American Racer" CSA, 16" width, with a 101 - 102 "circumference. Medium to hard compounds are acceptable. NO right rear tire may be altered so that it no longer meets the specs (MED. - Cold 52-54, Hot 44-48) (HARD - Cold 66-68, Hot 52-54). Only McCreary "American Racer" tires are allowed (left and right rear)

2. Beadlocks recommended on all wheels.
3. Any front tire manufacture allowed.

Fuel

1. Methanol or Ethanol only, NO NITRO or additives allowed. Top Lube is allowed. Fuel subject to be checked anytime by *CSA* officials. NOTE: Fuel samples may be taken for analysis and prize money may be withheld until results are known. (Penalty for fuel infraction will result in forfeiture of all points and moneys won during event detected, and a fine up to \$1000 for first infraction. 2nd infraction subject to suspension up to 1 calendar year.)

Safety

1. All drivers are required to wear SNELL approved helmet, a fire retarding uniform, protective gloves and arm restraints **ANYTIME** they are on the track. ***This includes Track Packing!***
2. All cars must be equipped with adequate seat belts, shoulder harness and crotch strap. *CSA* strongly recommends a five point hookup with 3 inch belts.
3. Rock/Stone guard is mandatory
4. Right side head net of approved manufacturer is mandatory unless running a full containment seat.
5. Only ONE (1) person per push vehicle when pushing or cranking a car. DO NOT get off push vehicle while on racing surface.
6. Drivers must have a HELMENT any time they are in the car while moving.

Protest

1. Protest will be taken only from a driver or car owner and then only if the protest is in writing and accompanied by the appropriate protest fee in cash to *CSA* officials. In the event the protested car is found to be legal, the protest fee shall be given to the owner of the car protested minus a fee that shall be paid to the inspector.
 2. All protest must be filed within ten (10) minutes after the completion of the last race of the evening. All protest shall be decided upon by *CSA* or his representative. Any appeal of official decision must be filed in writing within ten (10) minutes of notification with *CSA* and forwarded to the *CSA* Board of Directors whose decision shall be final.
 3. No protests will be accepted on judgment decisions. *CSA* decisions are final.
 4. In the event a car is protested and found to be illegal by the inspector, the driver and car protested shall have all points and money forfeited that were won during the particular race program in question and may be suspended.
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Protest Fees (Figures In Parenthesis Are Filing Fees)

1. Motor tear down (heads off) and cylinders inspected: \$800 (\$100).
2. P & G fuel test \$800 (\$100).
3. Other technical protest: \$200 (\$100).

Rain Outs

One lap over half-way through an A Feature event shall constitute a complete race in the event a race is stopped due to bad weather. If a race is stopped by use of the red flag and is ruled completed, the finishing positions will be paid according to the last officially scored lap by the leader previous to the red flag. Any car or cars red flagged will be put to the rear of the line-up of official finish.
